

An aura of opulence

Lürssen coated the 111-metre Ice Class hull with a smart navy blue, Winch Design drew classic lines and, with the owner of "Tis", created an elaborate interior that is a tribute to baroque and to grand hotels.

Text Sören Gehlhaus Photos Klaus Jordan (exterior), Winch Media (interior)

Globetrotter: "Tis" sails the seven seas at up to 18 knots and at 12 knots can do a massive 7000 nautical miles non-stop – even through ice if necessary.

Monumental: the gold-ornamented double staircase leads from the main deck to the owner's bel-étage. He contributed the baroque furniture and has a penchant for grand hotels.



Very British: navy blue meets mahogany, while superstructure and hull curvature make for an elegant appearance.



TIS

A grand entrance – on board “Tis” there is no better stage for making one than the double staircase on the main deck with its curved arms. It takes little imagination to picture the owner welcoming his guests from the stairhead in a kind of staircase ceremony or his wife wafting down the wide steps and the extremities of

her full-length gown touching the gilded acanthus-leaf ornamentation as she passes. A thick staircase carpet, fixed to the brightly polished marble by golden rods with pine-cone clamps, ensures her court shoes have sufficient purchase. Both the auricular-style motifs on the brushed wrought-iron balustrades as well as the mahogany handrails were

adopted exactly one-to-one in terms of pattern and proportions by Winch Design from the Hotel Le Bristol in Paris. “The owner and his wife wanted to feel right at home. And for them that means like they would do in a castello in Florence, in a grand chateau right in the centre of Paris or a property on the banks of the Neva river”, Andrew Winch explains.



Outdoor areas aft: panes of glass separate the dining table on Deck Three from the aft deck, if required. Guests can swim against the current in the 12-metre pool on the bridge deck and look at mosaics, which shine brightly with the aid of 340 integrated LEDs.



A film buff’s dream: the crew gets the sundeck ready for film evenings, and this is where helicopters land or parties are staged too. List GC installed a soundproof art déco cinema amidships on the lower deck (b.) and upholstered the armchairs in beige Alcantara.

“If you apply that to hotels, you’re talking the Four Seasons in Florence, the Hôtel du Cap-Eden-Roc in Antibes and the Le Bristol Paris.” These grand hotels of the Belle Époque are also mirrored in the main saloon, which is studded with baroque furniture à la Louis XIV as well. Most of the usually gilded armchairs, sofas and tables that feature plenty of marquetry originate from the private collection of “Tis’” owner, who booked the largest yachts in Moran Yacht & Ship’s charter portfolio for seven years. Eventually he turned to the Fort Lauderdale-based brokerage and to Winch Design with firm guidelines for his family yacht. “His apartment in Monaco very much resembles this yacht, however it is significantly smaller. He wanted the ultimate in quality of life as well as fantastic service for both himself and his friends”, is how Andrew Winch describes the owner’s standards and preferences. These even went as far as causing “Tis” to increase in size from originally 95 to 111 metres, meaning that she had to be switched from

LY3 to Passenger Yacht Code IV (PYC) classification. “We build yachts in excess of 90 metres LOA solely in line with the PYC rulebook”, Philipp von Arnim, Business Development Manager at Lürssen, explains. “This is not such a big step for us to take, as our LY3 yachts meet most

of the PYC requirements anyway.” The classification switch had far more serious consequences for List, the interiors contractor, in whose capable hands the owner’s and captain’s cabins as well as the main and upper deck lounges had been placed. In the oval dining room



“We build yachts over 90 metres solely in line with the Passenger Yacht Code”



Main deck saloon: to comply with strict PYC rules, the wall and ceiling panels were made of expanded glass, which is non-flammable and the streaked lacquer coating creates the perfect illusion of wood. The Steinway & Sons Spirio grand piano plays as if by magic.

located to port aft of the monumental staircase, the non-flammable expanded glass wall panels had to be bent to such a degree to ensure they fitted into the

aluminium substructure to the millimetre. Streaked lacquer, which two painters applied to the entire interior to provide a consistent finish, suggests wood veneer.

List initially made the foliage adorning the upper wall panelling of wood and then produced a mould, in which the ornaments were eventually recast in a PYC-compliant material. The table, designed to seat 18 people, is transformed into a rather unusual conference environment when the painting at its top end reveals a screen. The owner walks over to his office opposite on a Tai Ping carpet, which also adorns the staircase, on old, "real" oak flooring, as von Arnim emphasises, and on pure white Calacatta Vagli marble streaked with amber and veins of gold.

A lift (with seat!) or a spiral staircase, which is an exact replica of the one in the Le Bristol, takes the owner to his bel-étage on Deck Three – it would be Deck Four if you include the tank deck. If you walk up the grand staircase, you reach the lobby, which was inspired by the Four



Spacious: up to 18 people can dine and overnight on board. Tuscan columns lead into the owner's office to starboard, which features an inviting fold-down balcony.



Deliberate copy: for the spiral staircase the owner dispatched Andrew Winch's team to the Hotel Le Bristol in Paris. The outcome of their efforts includes true-to-original handrails as well as wrought-iron balustrades with auricular-style motifs and gilded acanthus leaves.



Comme il faut: the owner’s macaron-loving wife wanted a tea salon similar to the one at Café Ladurée in Paris. The Four Seasons in Florence inspired the design of the lobby (b.). Ceiling domes incorporate non-flammable-impregnated leather and Preciosa crystal chandeliers.

Seasons Hotel in Florence. As on the entire owner’s deck, the walls are 2.60 metres high here instead of 2.25 metres. Winch Design filled the ceiling space aft with two domes, which encompass

non-flammable-impregnated, embossed leather and Preciosa crystal chandeliers. The designer and his team visited each of the hotels to take measurements and to obtain colour samples. They were very

particular about the tea salon in the forward section of the sundeck. At the request of the owner’s macaron-loving wife, Winch Design came up with an exact recreation of Café Ladurée in Paris. Just the silver samovars set against a pistachio-green backdrop can be regarded as a free interpretation of this Parisian institution. The renaissance theme of the owner’s saloon is augmented by rococo in the bedroom, which comes after baroque in the timeline of stylistic eras. The furniture dispenses with strictly symmetrical ornamentation, while the general colour theme is brighter and softer than in the almost stiflingly opulent saloon and other communal spaces on the main deck. An almost four-metre-wide oval skylight exudes an additional light touch. Her bathroom, which features a bathtub to port, is adjoined by a massage room that includes a hairdresser’s chair, the third one on board. From the



Owner’s dream space: he dispensed with freshwater facilities forward of his suite, but got sponson balconies and exclusive access to the certified helideck instead. The carpet is made of silk, while the walls are hand-painted. A four-metre-long oval skylight allows stargazing.

owner’s behind-closed-doors retreat the barefoot visitor walks on the finest silk carpets out onto the teak deck, which features two seating arrangements and two sunbathing areas forwards instead of a swimming pool. Another place to relax outdoors are the sponson balconies, whose doors on the side decks seal them completely from the rest of the yacht. That provides privacy and gives the owner exclusive access to the fully certified helideck, on which choppers

(Airbus Helicopters H135) weighing up to three tonnes can be parked and refuelled with a maximum of 5000 litres of kerosene. Arriving guests are guided by the crew along open side decks to the aft cockpit, which features a dining table well over five metres in length and which can be transformed into a heated or air-conditioned conservatory with the aid of glass panes.

One deck down, directly aft of the tender garage, are the first four of eight

guest staterooms, which all feature their own individual design concepts. The double cabins on the main deck are inspired by cities: New York, London, Paris and Marrakesh. Regional associations are to be found on the lower deck: Provence and China Seas plus Tuscany and Dacha, both of which are designed as VIP suites.

Around the world in eight cabins

“18 people, including the owner, can overnight on board, although PYC rules allow up to 36. In six guest cabins, sofas can be converted into extra single beds”, Philipp von Arnim adds. Does the owner allocate cabins on the basis of quizzing his guests? Along the lines of “if you recognise the source of inspiration, you can move in”. Prominently placed works of art help you to guess correctly. In the London cabin the painting is based on Monet’s Houses of Parliament series, in the Paris cabin there is a picture of the Arc de Triomphe. Furthermore, the use of specific woods – the stringent PYC also makes some exceptions – en-



Andrew Winch’s team visited grand hotels taking measurements and colour samples



Agony of choice: Winch Design customised each of the eight guest cabins. “London” (t.) resembles Claridge’s Hotel, “Dacha” (b.) is used by the owner as an alternative suite in heavy seas.



ables inferences to be made. Lacquered wengé thus alludes to New York art déco, the mahogany bed and the stucco ornamentation above it again relates back in fine detail to a hotel that the owner rates very highly, namely Claridge’s in London. These guest-cabin creations

were actioned by bsw yachteinrichter. The Altenberge-based German company also fitted out the spa facilities on the bridge deck. The craftsman’s highlight there is the central relaxation zone, from which the hammam, massage room and hairdressing salon branch off. Here

the hand-painted fruits of a lemon tree creep over the ceiling in the form of a plaster relief. If you’re looking to take a freshwater dip, you need to head aft through the gymnasium. On the second highest deck there is a whirlpool next to the twelve-metre swimming pool, fitted out with a counter-current system, which is made to sparkle by 340 LEDs and temperature-controlled by the heat of the generator and engine emissions.

Steel is turned into mahogany

The engine room extends over the lower and tank decks and houses two MTU 4000 Series 20V diesels, which each deliver 3200 kW of output to the propeller shafts and give a top speed of 18 knots. At twelve knots cruising speed, “Tis” has a range of 7000 nautical miles, which is otherwise only the preserve of explorers. “The exhaust gas silencers emit below the waterline at under 5 knots, while at higher speeds, the pressure is sufficient to enable exhaust gases to be channelled through the decks and mast and be released into the atmosphere”, says von Arnim, adding: “Up to 60,000 litres of



Wellness aft of the bridge: after a visit to the hammam (b.) and relaxing beneath a citrus ceiling, you go through the gym to the pool.

fresh water can be produced per day down here.” Guests can see what that looks like through the windows in a corridor linking their accommodation with the lift and stairs and with the cinema on the forward lower deck. Bulkheads made of stainless-steel frames with an acoustic nitrogen filling and a stained flamed maple finish ensure the art déco room is soundproofed. In film-watching evening entertainment terms, this location deep in the hull has its advantages: the vessel’s motion is less perceptible than higher up and fast reaction times by service staff are guaranteed, as the cabins for the crew of 37 – the captain overnights aft of the bridge – are located in close proximity. To watch football matches, the owner heads instead to the beach club, while the ETO sets up the outdoor cinema on the sundeck, where either non-commercially operated helicopters land or parties are staged – a massive 17

SPECIFICATION

LOA:	111.00 m	Generators:	3 x 540 kW (MTU), 1 x 250 kW (MTU)
LWL:	96.20 m	Rudder:	Becker Marine Systems
Beam:	18.40 m	Bow thrusters:	2 x 240 kW
Draught:	4.20 m	Stern thruster:	Voith 1 x 300 kW
Materials:	steel/aluminium	Water maker:	Idromar
Gross tonnage:	4699 GT	Stabilisers:	4 x Quantum XT
Engines:	2 x MTU 20V 4000 M73	Naval architect:	Lürssen
Engine performance:	2 x 3200 kW	Exterior design:	Winch Design
Maximum speed:	18 kn	Interior design:	Winch Design
Cruising speed:	12 kn	Interior fit-out:	List GC, BSW, Gehr (crew areas)
Range:	7000 nm @ 12 kn	Classification:	PYC IV
Fuel tank:	300,000 l	Builder:	Lürssen, 2019
Fresh water capacity:	50,900 l		



Glass centre: the corridor with views of the engine room links the lower-deck guest accommodation with the lift and stairs as well as with the cinema.



Man cave: aboard “Tis” the beach club is a sports bar with sauna attached, a very private area for the owner and his friends, well-shielded from prying eyes. The stern platform, with a few steps into the water and of course imposing staircases, offers a grand entrance.



metres above the surface of the water. Yet “Tis” does not come across as a towering edifice. Her huge gross tonnage of 4500 GT makes its presence felt most in her beam, which at 18.40 metres is two metres more than 110.10-metre “Jubilee’s” beam. “The owner loves all things classic. He owns a classic Bentley and a classic Rolls-Royce. Our job was to ensure that his yacht looks elegant and feminine – with lovely long legs”, says Andrew Winch about her proportions. Added to that is her navy-blue hull, which

is reinforced as per Lloyd’s Ice Class 1-D, i.e. she can sail through thin ice less than one year old without damage. Curiously enough, both the very British-looking handrails on the ship’s railing and the trim on the stern and the beach club portal are not made of mahogany. To comply with PYC specifications, the stainless steel was coated and then lacquered several times. “Refined”, enthuses Andrew Winch as he summarizes the project. “‘Tis’ was so much more complicated to build than a bling-bling superyacht.”